In the Specification

Page 14, change the paragraph beginning with line 12 to read as follows:

However, for the case of cornering movement it is also possible to estimate the coefficient of friction which is present between the underlying surface and the vehicle tire. For this purpose, a modified procedure is necessary. For example, during a cornering movement it is also possible for a closed-loop control intervention to occur by means of a yaw rate control device even in the case of freewheeling. In order to be able to detect a closed-loop control intervention reliably even in this case, the signal of the yaw rate sensor must be evaluated. The minimum coefficient of friction value can also be determined in the case of freewheeling using the velocity value vref and the yaw rate value $\dot{\Psi}_{fil}$, thus permitting the estimate of the coefficient of friction to be improved. For this purpose, a value for the longitudinal acceleration of the vehicle is determined as a function of the velocity value vref and the yaw rate value $\dot{\Psi}_{fil}$. Said longitudinal acceleration value is compared with the velocity change value ~~x_{xFilt}~~ a_{xFilt} for example by forming quotients, and a minimum coefficient of friction coefficient value, which serves as an estimate of the coefficient of friction which is present between the underlying surface and the vehicle tire, can be determined from it.

Page 17, change the paragraph beginning with line 25 to read as follows:

As is apparent from the illustration in figure 2, the method according to the invention is a cyclical method. Consequently, the step 209 is carried out for as long as the conditions of the steps 206 and ~~20~~ 207 are fulfilled, provided that the timing condition of the step 210 which is to be described below is fulfilled. That is to say the step 209 and thus the slip observation or classification of the slip values which take place in it is performed for a large number of successive times during a predefined operating state of the vehicle. This classification or sorting of the slip values into the individual slip classes results in a frequency distribution of values for the axle-related slip values.

Page 28, change the paragraph beginning with line 12 to read as follows:

In addition, a signal BLS which is generated by a brake light switch 305 is fed to the block 301. This is a logic signal which assumes, for example, the state TRUE if the brake light switch is switched and thus the brake pedal is being activated, and which assumes the ~~value~~ state FALSE if the brake light switch is not switched and the brake pedal is thus not being activated. Moreover, the brake light switch 305 corresponds to the brake light switch 104.

Page 38, change the paragraph beginning with line 39 to read as follows:

The result of the evaluation which is carried out in block 408 is fed to one of the three blocks 403 or 404 or 405. This is indicated in figure 4 by feeding the variable FKlass to a block formed from dashed lines in which the three blocks 403, 404 and ~~410~~ 405 are included. This makes it possible to influence the operating sequence of at least one of these three blocks and thus to intervene in various ways in the determination or evaluation of the frequency distribution of values or to prevent said determination or evaluation.

Page 47, change the paragraph beginning with line 7 to read as follows:

In the step 508 which follows the step 507, wheel friction coefficient values Fμij are determined for the individual vehicle wheels. The procedure which is used as a basis here will be described with reference to figures 6a, ~~6c~~ 6b and 6c, and even though only one of the vehicle wheels will be considered the procedure is identical for all the vehicle wheels.